THE DMC NEWSLETTER
DE LOREAN CLUB INTERNATIONAL

Vol. 1 No. 5 September/October 1981

AFTER THE HONEYMOON

MOTOR TREND AUTOWEEK

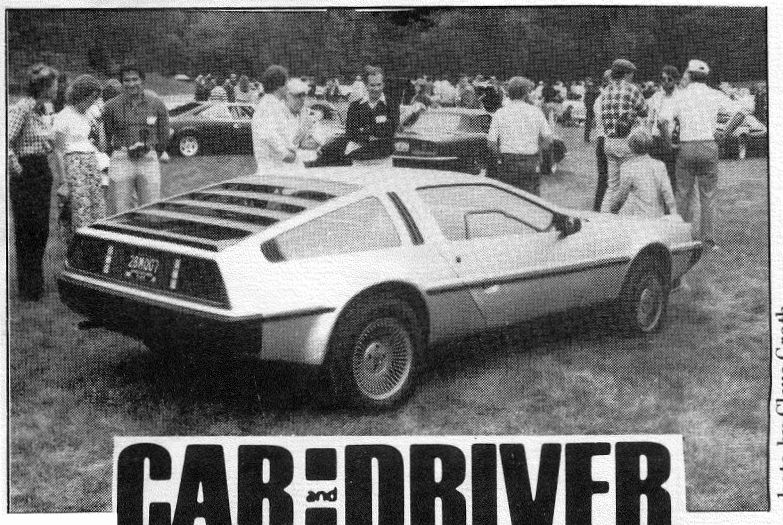

photo by Claus Groth

CAR and DRIVER

The Motoring Press Rates the De Lorean

It has been a cover story for virtually every auto enthusiast magazine in the last year, so what is the verdict by the press on the new De Lorean? It has proven to be a market success, but is it a critical one?

As *AutoWeek* puts it, "While the De Lorean may not fully live up to its sports car image, it is far from the flop many predicted in the years since John Z. first began incubating his 'Detroit-killer' dream car."

Based on recent articles in *AutoWeek* (AW), *Motor Trend* (MT) and *Car and Driver* (CD), here is a compendium of their ratings on the car's major features:

PERFORMANCE

The best behaved part of the car. (CD)

Adequate acceleration of 0-60 mph in 9.7 seconds. (AW)

Quick and light. (MT)

Weight for its class keeps the horsepower from living up to its sports car billing. (AW)

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the
DMC
Newsletter

DE LOREAN CLUB INTERNATIONAL

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All business correspondence should be addressed to: DeLorean Club International (DCI), P.O. Box 93, Mercer Island, Washington 98040, USA.

Your $25 annual membership dues bring you:

- Our bi-monthly newsletter. Current events, letters, photos, classifieds.
- Communication with other owners and dealers.
- Social events and showings.
- Membership card.

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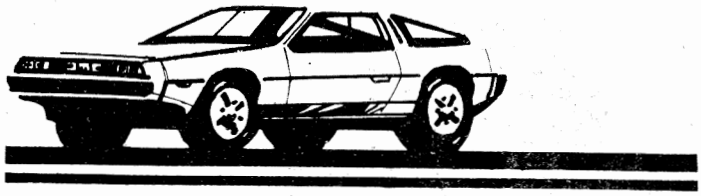


PUBLISHER'S COMMENTS

The popular automotive magazines are an excellent source for the professional's opinion of a car, from door hinges to drivetrains. This issue's cover story attempts to survey the critiques of the motoring press on the new De Lorean coupe. While some of the comments are at odds with each other (there's always an element of personal preference), much of what they have to say is very valuable. Although the praise has been lavish, there have been a few complaints relating to the unusual design. At any rate, the De Lorean continues to be getting constant attention by the press, which is all for the best.

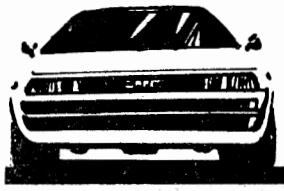
As is often the case with publications, from newsletters like ours, all the way up to the 'big guys', the publishing deadlines often are pushed back further and further. We have already shown symptoms of the familiar syndrome, 'the faster I run, the behinder I get.' We will make certain, nontheless, that every member receives his or her full six issues per year's membership. Regardless of the dates on the newsletter, all information within the issue is current at press time. And we do intend to catch up – the November/December 1981 issue will not be long to follow.

The club continues to grow at a regular rate of about 20-30 members a month. We are encouraged by the many requests for membership, and the enthusiasm in owners and fans alike. We hope to see an increase in correspondence from those who have already joined. Letters containing insights on the ownership of a De Lorean are worth their weight in gold for ourselves and fellow members. We look forward to more mail from our members in the manner of photos, articles and suggestions.

If you have any literature regarding the car, the company etc., we would appreciate a copy sent to our office. A copy of your manuals would also be appreciated, and returned upon request.

Until next issue, I wish you continued motoring ecstasy in your new De Lorean.

Francis G. Mandarano
Publisher



LETTERS

the best of each

As the [illegible] owner of DMC-12 No. 3363, I apply for membership in DCI. As an owner or previous owner of an Aston Martin, Lotus, Ferrari, Lamborghini, Mercedes, Jaguar, Bentley, etc., I am thoroughly pleased with a car which is not as quick as Ferrari, not as fast at the top as Aston Martin, not as fine handling as Lotus, does not have the visibility of BMW – but which does have the better qualities of all to make one fine and satisfying automatic.

Capt. John N. Rizzi, MC USN
Camp Lejeune, NC

a fan

I recently saw your ad in *Road & Track*, and I am very interested in joining the DeLorean club. I have been an enthusiast ever since I first saw the prototype of the DMC. I also collect everything I can find about the car due to my interest. I understand Calgary will be getting a DeLorean dealership in January, which will be a good start for the year.

Keith McIntosh
Calgary, Alberta
Canada

for sale

I have thoroughly enjoyed driving the first 5-speed DeLorean delivered in Tulsa, Oklahoma for the last 1,900 miles. I feel that it is now time to share this enjoyment with someone else.

Would you please be so kind as to advertise my car for sale or mention my name to those who would be interested in purchasing the car.

Stuart Goodall
Tulsa, OK
(918) 582-5051

All letters that are signed and addressed will be considered for publication.

SUIT/COUNTERSUIT

MR. DELOREAN FIGHTS BACK

One thing British officials may have recently learned about John Z. DeLorean is not to make charges against the way he runs his new car company unless you have a sure thing. John Z. is a fighter.

Filing suit in London, DeLorean has charged that there is a conspiracy to destroy his company for political or economic reasons.

His suit was filed October 13, a day after the British Attorney General dropped a police investigation of the company's financial affairs. Sounding almost relieved, the British officials claimed that they were "satisfied that no evidence has emerged to support any of the allegations of criminal conduct on the part of Mr. De Lorean or the company" and that "no grounds have been found for continuing police inquiries into the firm's affairs."

Press reports said allegations had been made that DeLorean had not lived up to contracts requiring about $8 million in personal investment in the project and that the company was suspected of misuse of public funds.

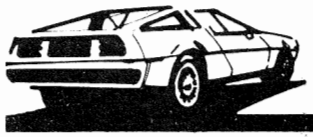
But DeLorean was on the counteroffensive against the charges of financial irregularities, filing suit against all of the parties involved: MP Nicholas Winterton, who first brought the allegations to the media's attention; William Haddad, former DeLorean vice-president; Marian Gibson, DeLorean's former personal secretary; the BBC and Independent Television News; the Mirror Group Newspapers Ltd.; and John Lisners, a writer for the Daily Mirror.

The flamboyant former GM exec didn't mince words in commenting on the allegations. "Some of the media have claimed that I illegally took money from the company...If the (lawsuits) succeed, maybe I won't have to take any money at all from the company and will be able to live off the members of the media who libeled me."

A company spokesperson said there was no specific dollar amount set in the lawsuit, but newspaper reports have put it as high as $250 - 500 million.

The allegations were made public by Winterton, who said he had received evidence of improper financial handling from Gibson. The documents received by Winterton apparently included a memo to DeLorean from Haddad, reportedly detailing some of the problems faced by the company. DeLorean has denied the allegations, referring to the documents as "forgeries."

The DMC has been turning out their first-production sports cars in Belfast for less than a year now, with more than $140 million in financing coming from the British government.



NEWS & PEOPLE

"I love it more and more every day!"

Phil Bonanno of Chicago is a new DCI member who has all the enthusiasm one would expect from the owner of a De Lorean coupe.

"I have nothing but praise," beamed Bonanno as he chatted with DCI staffers over the phone. On the market for around $26,000, the De Lorean is a bargain to this owner. "New Corvettes cost around $22,000 . . . and the De Lorean handles much better, is much more responsive."

Phil doesn't expect to use his De Lorean over the winter. "I love it more and more every day," he says of the car he feels *looks* more expensive than it is. In the meantime, Phil is waiting expectantly for the new Turbo version.

Coming Events:

+ Long Beach Grand Prix Concours d' Elegance, Saturday, March 27th, Long Beach, California. For further details, (203)
  For further details: (213) 436-0709. John R. Queen, Chairman.

+ "Four Ball Rally" - Boston to San Diego road competition. June 11th.
  For further details: (617) 256-6121.

DEALER LOCATIONS

The DeLorean Motor Company has released their official dealer location list. Every state, except Alaska, show dealers (none for Canada).

If you would like a copy for your area, please send us $2 for copying and mailing costs, and we will send the information for your state by return mail.

MORE FOUNDING MEMBERS

THEODORE C. ALEXANDER
Chicago, IL

DEREK ANDREINI
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PHIL BONANNO
Chicago, IL

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Huntingdon Valley, PA

J. EL[illegible]YN ROCKE
Worth, IL

ARTH[illegible]R M. RYBOK
Chino, CA

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Rockwall, TX

JEFF SOLOMON
Massapequa Park, NY

ERIC S. STANTON
Los Angeles, CA

MARK A. STERNER
Seattle, WA

LYNN STEWART
Glendale, WI

JOHN SUCHOKI
Lighthouse Point, FL

TOM WILBER
Ridgeway, VA

CARL W. WILSON
Redwood City, CA

CHARLES D. WILSON
New Albany, IN

MIKE WOLENS
Deerfield, IL

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SUSPENSION & HANDLING

Perfect stability at constant speeds. (MT)

Imprecise, with horrendous understeer. (AW)

BRAKING

Strongest point -- no pulling, lock-up or squeeling. (MT)

Steering wheel interferes with view of panel. (AW, MT)

INSTRUMENTATION

Comprehensive and legible. (MT)

VISIBILITY

Good forward vision due to low hood. (AW)

Forward peripheral, side window and rear vision all poor. (AW)

Awkward inset window frames. (AW, CD)

EXTERIOR

Attractive and functional stainless steel. (AW, MT, CD)

Fingermarks, handprints a problem. (AW, MT)

COMFORT

Excellent seats for anyone. Pleasant cockpit. (MT, AW)

Heel-and-toe pedals may be awkward for some. (MT)

STYLING

A crowd pleaser and scene-stealer. (MT)

The Maserati Merak is better. (MT)

GULL WINGS

Rattles have been solved; operates smoothly. (MT)

Imperfect fit. (CD)

Requires coordination to close. (AW)

ENGINE NOISE

Very quiet. (CD, MT)

Not exceptional. (AW)

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